

ROYAL AIR FORCE

Air Commodore W. S. Douglas, M.C., D.F.C., recently joined the Royal Air Force Flying Club.

BRISTOL AND WESSEX

The Bristol and Wessex Club's aviation ball, which was to have been held on February 28, has been postponed, and the new date is Friday, April 24. The ball will be held at the Grand Spa Hotel, Clifton.

Mr. L. R. Williams, who has been with the Club since 1930, has now been appointed secretary. Mr. A. Bailey has joined as a pilot member and Mr. Wingate-Hill made his first solo flight during the week. Sixteen hours were flown during last week.

SOUTHEND

School work came to a standstill two week-ends ago, but over six hours' instruction was given during the week ending February 17. New members include Messrs. Barry Ford, E. L. Hill, J. L. Hendrie, A. D. Hopkins, and W. Dean. Alterations are being made to the clubhouse to provide a new members' dining room which will be opened on March 1.

Bad weather stopped all flying again on Saturday, February 22. On this day, incidentally, F/O. Longfield joined the Club as instructor and put in 5 hr. 55 min. dual on Sunday. The Club has been visited by Mr. Kronfeld with the Super-Drone and by pilots from Hanworth, Broxbourne, Heston and Croydon.

For Solo Training

GENERALLY speaking, the latest Bücker single-seater trainer, the Bü/33, is similar to the better-known Jungmann two-seater, being a braced biplane with a pronounced sweep-back and interplane struts of "N" formation.

Each wing has two wooden spars of "double T" section, wooden ribs and fabric covering. The welded steel-tube fuselage is faired to an oval section and is also covered with fabric. Ailerons are provided on all four planes, and the elevator—which, like the other members of the tail unit, is of steel-tube construction—has trimming tabs.

Of the divided type, the undercarriage incorporates spiral springing and oleo shock-absorber struts. The spring tail wheel can be interconnected, if desired, with the rudder.

One of the new Hirth HM6 inverted air-cooled six-cylinder engines of 140 h.p. at 2,300 r.p.m. is specified and gives a maximum speed of 142 m.p.h.

Empty and loaded weights are, respectively, 903 lb. and 1,289 lb. The climb is excellent, 3,280ft. being reached in 3 min.

Haig

Haig, by Duff Cooper (Faber and Faber, Ltd., 25s.).

THE first instalment of the life of Earl Haig, by the present Secretary of State for War, is a fine study of a great man, and is also a most readable book. What is rather surprising is that, although one of the most notable developments of the Great War was the rise of the Air Arm and the great part which it came to play, there are very few allusions to it in the biography of the British Commander-in-Chief. There are, in fact, four passages in the volume dealing with the part played by aircraft. During the retreat from Mons a French officer was sent to take a message to Sir Douglas Haig, and when he found him he was receiving a report from a British airman who had seen an important movement by German troops. During the battle of the Aisne Haig wrote in his diary: "I arranged practice to be carried out with an aeroplane helping to direct the guns to-day against one of the enemy's concealed batteries." The author adds the comment: "Many of the older officers, who had been slow to appreciate the importance of the air arm, were still reluctant to make full use of the invention, but Haig's mind was never stereotyped, and from the first he had given the greatest encouragement to the pioneers in military aviation, and he was eager to discover fresh ways of utilising their prowess."

On the eve of Neuve Chapelle (March, 1915) Haig interviewed for the first time "Major Trenchard, who commands the Flying Wing under my orders." It is added that Major Trenchard was much impressed by Haig's full appreciation of the Flying Corps. In May of the same year Haig discussed his requirements with an official of the Ministry of Munitions, and among other things remarked that "Captive balloons are required to supplement aeroplane observation."

The fact is that this book is a study of Haig the man rather than a critical history of the war on the western front, and aircraft, like other things, are only mentioned incidentally in order to show the workings of Haig's mind. Tanks receive considerably more notice, because discussion of Haig's use of them is still raging.

READING

The thirty-four pupils at the Reading training school have made the most of the fine weather and the majority have gone solo. The large extension to the service hangar is now nearly completed.

A Falcon VI left the works by road this week to be shipped to South Africa, and a Hawk Major, resplendent with R.A.F. markings, left the aerodrome for an R.A.F. station.

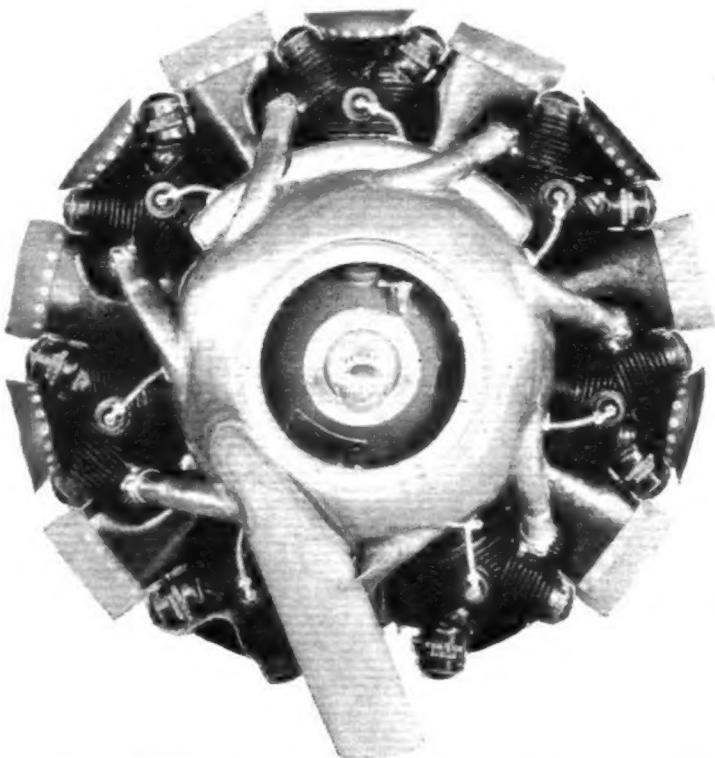
CINQUE PORTS

Bad weather was again responsible for rather low flying hours at Lympne last week. Mr. Hudson, who came down from Croydon, in a Monospar, to do the return trip after dark for his "B" licence, pulled off an excellent forced landing in a field not far from the aerodrome. He arrived just after sunset when a mist appeared and in fifteen minutes the aerodrome and the neon light were completely obscured. He put down under most difficult circumstances in the only field that remained visible. The services of the Club's ground staff were placed at his disposal, and the Monospar was towed up to the aerodrome. The rough surface, and the small size of the field made it inadvisable for the machine to be flown out. Later in the evening the mist cleared, and Sgt. Pilot Cross, of No. 25 Squadron, did his night flight from Croydon in the Club's machine. Cross is taking his "B" licence before leaving the Service in a few months' time. Mrs. Macdonald, the owner of a black Hawk Major, has commenced instruction for her "B" licence, and is doing a lot of flying both on her own machine and the Club's Tiger Moth.

Aid for Indian Clubs

THE Government of India has agreed to extend the grant of financial assistance to flying clubs in India for a period of three years with effect from April 1, 1936. Hitherto the Government grants to clubs have been given every year, but there was no guarantee that the subsidy would be renewed at the end of that period.

Thus, in a state of uncertainty, clubs could not undertake any ambitious schemes of improvement. The grant to each club will be Rs.20,000 a year, while the amount of a fixed subsidy which can be earned by any club will vary according to the number of machines maintained, though every club will have the opportunity of earning the same maximum subsidy. At the end of three years the subsidy will either be discontinued altogether or, if continued, will be on a substantially reduced scale.



TWO WRIGHTS . . . A pair of new de luxe equipped Whirlwinds—a seven-cylinder model rated at 320 h.p. and a 450 h.p. (take-off) type—are claimed by their manufacturers to enable the "smaller" operator to enjoy the benefits of their air transport experience. The new engines have "dynamic dampers" special drives for the operation of generators, a vacuum pump for actuating navigation instruments, mechanism for a hydro-controllable airscrew, complete radio shielding, pressure baffling and automatic valve gear lubrication. This picture is of the Whirlwind 320, which is of 760 cubic inches displacement. The higher-powered engines are nine- and not seven-cylinder radials.